

SECTION II
NAVIGATION PUBLICATIONS

NM 51/00

USCG LIGHT LIST VOLUMES I - VII CORRECTIONS

VOLUME I	Ed 2000	LAST NM 35/00
Page xxiv; Add Differential GPS Site Hudson Falls:		

HUDSON FALLS	324	200	43 16 13 73 32 19	135	844
(USCG)					51/00

SAILING DIRECTIONS CORRECTIONS

the E river.
(Can NM 9E/1233/00) 51/00

PUB 120 **1 Ed 1997** **LAST NM 46/00**
Page 177—Lines 21 to 25/R; read:
 1 January (New Year's Day)
 7 January (Russian Orthodox Christmas)
 8 March (International Women's Day)
 1 and 2 May (Spring and Labor Holiday)
 9 May (Victory Day)
 12 June (Independence Day)
 22 August (Day of the Russian Federation State Flag)
 7 November (Day of Accord and Conciliation)
 12 December (Constitution Day)
(PUBS 0010/2000) 51/00

PUB 146 **7 Ed 2000** **LAST NM 48/00**
Page 85—Lines 25 to 27/L; read:
Lighted Bell Buoy A2 to a position N of Roche Point, when
course can be altered S, rounding Lighted Bell Buoy A6,
moored NE of Roche Point, to bring the beacon on Cairn
Head in line bearing
 (US CH 14351) 51/00

Page 117—Line 23/L; read:
marked by a lighted buoy.
 (Can NM 9E/4847/00) 51/00

PUB 131 **9 Ed 2000** **LAST NM 37/00**
Page 161—Line 11/L; insert after:
 Caution.—A restricted area marking a dangerous wreck
centered 41°28.3'N, 9°17.4'E, lies about 0.7 mile NE of
Punta di Rondinara with a 300m radius in which anchoring,
fishing, and diving are prohibited.
 (BA 42/00) 51/00

PUB 154 **7 Ed 1998** **LAST NM 49/00**
Page 6—Lines 27 to 33/R; read:
 Regulations.—Marine traffic in Victoria Harbour has
increased over the past few years. Special rules, procedures,
and restrictions apply to all vessels and seaplanes operating
in Victoria Harbour. Persons failing to comply with these
rules and restrictions may be subject to summary conviction
and/or fines. The **Victoria Harbour Traffic Scheme** is not a
“traffic separation scheme” as defined in Rule 10 of the
Collision Regulations. Authority is derived from the Canada
Marine Act.

PUB 140 **1 Ed 1997** **LAST NM 44/00**
Page 150—Lines 12 to 13/L; read:
The following holidays are observed:
 1 January (New Year's Day)
 7 January (Russian Orthodox Christmas)
 8 March (International Women's Day)
 1 and 2 May (Spring and Labor Holiday)
 9 May (Victory Day)
 12 June (Independence Day)
 22 August (Day of the Russian Federation State Flag)
 7 November (Day of Accord and Conciliation)
 12 December (Constitution Day)
(PUBS 0010/2000) 51/00

For the purposes of this traffic scheme, Victoria Harbour
may be considered in four parts, as follows:
 1. Outer Harbour—extends from the breakwater to
Shoal Point.
 2. Middle Harbour—extends from Shoal Point to
Laurel Point.
 3. Inner Harbour—extends from Laurel Point to the
Johnson Street Bridge.
 4. Upper Harbour—extends N of the Johnson Street
Bridge.

PUB 145 **8 Ed 2000** **LAST NM 47/00**
Page 239—Line 12/L; read:
public wharf. Depths in the basin range from 1.5 to 2.7m.
 (Can NM 9E/1230/00) 51/00

Two unmarked Seaplane Take Off and Landing Areas are
located in the middle of the Middle Harbour and extend into
the Outer Harbour area.

Page 259—Line 32/R; read:
pier, in ruins and which dries, extends from the entrance of

Two Inbound/Outbound Traffic Lanes are located on the S
side of the Middle Harbour and extend into the Outer
Harbour area. The E portion of the division between the
outbound and the inbound traffic lanes is marked with three
cautionary lighted buoys.

PUB 154 (Continued)

There is a speed limit of 5 knots in Victoria Harbour inside a line from Shoal Point to Berens Island and a speed limit of 7 knots outside the same line.

Proceeding under sail to the N of a line extending between Shoal Point and Berens Island Light is prohibited.

Power driven vessels less than 20m in length, including sailboats, are to transit the Middle Harbour via the vessel Inbound/Outbound Traffic Lanes.

Power driven vessels 20m in length or greater are to transit the Middle Harbour via the Seaplane Take Off and Landing Areas.

All vessels entering or exiting the Inbound/Outbound Traffic Lanes should merge gradually into the appropriate W traffic lane. All vessels should avoid crossing traffic lanes. However, if the crossing of a traffic lane is unavoidable, vessels should cross at right angles to the traffic lane.

All vessels navigating in the area between Songhees Point and Laurel Point, near the Inbound/Outbound Traffic Lanes, should use extreme caution. Additional caution is also required in the area between Berens Island and Shoal Point, where traffic from West Bay, the Middle Harbour, and the Outer Harbour all converge near the north/south Seaplane Take Off and Landing Area.

Aviation procedures require that pilots take-off southbound in the north/south Seaplane Take Off and Landing Area. Landings will most likely occur either eastbound in the east/west Seaplane Take Off and Landing Area or northbound in the north/south Seaplane Take Off and Landing Area. However, wind, water, and aircraft load conditions may be such that aircraft may take off or land in either area and/or in either direction.

A Seaplane Inclement Weather Operating Area in West Bay may be used for take off in some high wind conditions. Because of varying weather conditions, mariners should not count on pilots always being able to operate completely within the designated areas. Therefore, mariners must remain vigilant at all times. To aid mariners, three white strobe lights, located at Shoal Point, Laurel Point, and Pelly Island, are activated by the Flight Service Station up to 60 seconds prior to a seaplane taking off or landing. Also, seaplanes so equipped will normally activate onboard landing/pulsating lights prior to take off.

Aircraft may have to leave the Seaplane Take Off and Landing Areas to make way for other planes and may use the Inbound/Outbound Traffic Lanes until being able to return to the Seaplane Take Off and Landing Areas

An Aircraft Holding Area, located SE of Laurel Point, has been designated for one seaplane to hold for short periods while waiting for a berth at one of the seaplane docks.

Aircraft operate in Victoria Harbour from 0700 local time until 30 minutes past sunset.

(Can NM 9W/00, Section 4) 51/00

Page 6—Line 45/R; insert after:

Anchoring is prohibited without permission of the Harbormaster.

(Can NM 9W/00, Section 4) 51/00

Page 6—Lines 49 to 50/R; read:

A Traffic Separation Scheme (TSS) lies in the approaches to Victoria Harbour and may best be seen on the chart. Lighted buoys, marking the separation zones of this TSS, are moored about 3.8 miles S and 3.3 miles SE of Race Rocks Light.

(Can NM 9W/00, Section 4) 51/00

Page 6—Line 50/R; insert after:

New graphic from back of this Subsection.

(Can NM 9W/00, Section 4) 51/00

PUB 180 2 Ed 1997 LAST NM 50/00

Page 94—Lines 3 to 10/L; read:

- 1 January (New Year's Day)
- 7 January (Russian Orthodox Christmas)
- 8 March (International Women's Day)
- 1 and 2 May (Spring and Labor Holiday)
- 9 May (Victory Day)
- 12 June (Independence Day)
- 22 August (Day of the Russian Federation State Flag)
- 7 November (Day of Accord and Conciliation)
- 12 December (Constitution Day)

(PUBS 0010/2000) 51/00

PUB 181 6 Ed 1998 LAST NM 7/00

Page 161—Line 87/R; read:

GRONNEDAL 61 14 N 48 06 W 2.07
(NIMA) 51/00

PUB 194 8 Ed 2000 NEW EDITION

(NIMA) 51/00

COAST PILOT CORRECTIONS**COAST PILOT 1****31 Ed 1998****Change No. 19
LAST NM 45/00**

Page 32—Table; read:

VHF channels	Ship frequency (MHz)		Channel usage
	Transmit	Receive	
1A	156.050	156.050	Port Operations and Commercial, VTS. (see footnote 2).
5A	156.250	156.250	Port Operations or VTS (see footnote 1).

COAST PILOT 1 (Continued)

VHF channels	Ship frequency (MHz)		Channel usage
	Transmit	Receive	
6	156.300	156.300	Intership Safety.
7A	156.350	156.350	Commercial.
8	156.400	156.400	Commercial (Intership only).
9	156.450	156.450	Boater Calling. Commercial and Non-Commercial.
10	156.500	156.500	Commercial.
11	156.550	156.550	Commercial. VTS in selected areas.
12	156.600	156.600	Port Operations. VTS in selected areas.
13	156.650	156.650	Intership Navigation Safety (Bridge-to-bridge). (see footnote 4).
14	156.700	156.700	Port Operations. VTS in selected areas.
15	-----	156.750	Environmental (Receive only). Used by Class C EPIRBs.
16	156.800	156.800	International Distress, Safety and Calling. (See footnote 5).
17	156.850	156.850	State Control.
18A	156.900	156.900	Commercial.
19A	156.950	156.950	Commercial.
20	157.000	161.600	Port Operations (duplex).
20A	157.000	157.000	Port Operations.
21A	157.050	157.050	U.S. Coast Guard only.
22A	157.100	157.100	Coast Guard Liaison/Maritime Safety Information Broadcasts. (Channel 16).
23A	157.150	157.150	U.S. Coast Guard only.
24	157.200	161.800	Public Correspondence (Marine Operator).
25	157.250	161.850	Public Correspondence (Marine Operator).
26	157.300	161.900	Public Correspondence (Marine Operator).
27	157.350	161.950	Public Correspondence (Marine Operator).
28	157.400	162.000	Public Correspondence (Marine Operator).
63A	156.175	156.175	Port Operations and Commercial, VTS. (see footnote 2).
65A	156.275	156.275	Port Operations.
66A	156.325	156.325	Port Operations.
67	156.375	156.375	Commercial. (see footnote 3).
68	156.425	156.425	Non-Commercial.
69	156.475	156.475	Non-Commercial.
70	156.525	156.525	Digital Selective Calling (voice communications not allowed).
71	156.575	156.575	Non-Commercial.
72	156.625	156.625	Non-Commercial (Intership only).
73	156.675	156.675	Port Operations.
74	156.725	156.725	Port Operations.
77	156.875	156.875	Port Operations (Intership only).
78A	156.925	156.925	Non-Commercial.
79A	156.975	156.975	Commercial. Non-Commercial in Great Lakes only.
80A	157.025	157.025	Commercial. Non-Commercial in Great Lakes only.
81A	157.075	157.075	U.S. Government only-Environmental protection operations.
82A	157.125	157.125	U.S. Government only.
83A	157.175	157.175	U.S. Coast Guard only.
84	157.225	161.825	Public Correspondence (Marine Operator).
85	157.275	161.875	Public Correspondence (Marine Operator).

COAST PILOT 1 (Continued)

VHF channels	Ship frequency (MHz)		Channel usage
	Transmit	Receive	
86	157.325	161.925	Public Correspondence (Marine Operator).
87	157.375	161.975	Public Correspondence (Marine Operator).
88	157.425	162.025	Public Correspondence only near Canadian border.
88A	157.425	157.425	Commercial, Intership only.

Footnotes to table:

1. Houston, New Orleans, and Seattle areas.
2. Available only in New Orleans/Lower Mississippi area.
3. Used for Bridge-to-Bridge communications in Lower Mississippi River. Intership only.
4. Ships >20m in length maintain a listening watch on this channel in US waters.
5. Ships required to carry radio, USCG, and most coast stations maintain a listening watch on this channel.

(CL 1606/99)

51/00

Page 53—Paragraph 604; read:

(a) The draw of the Newburyport US1 Bridge, mile 3.4, shall operate as follows:

(1) From May 1 through November 15, from 6 a.m. to 10 p.m., the draw shall open on signal; except that, from Memorial Day through Labor Day, from 6 a.m. to 10 p.m., the draw shall open 6 a.m. to 10 p.m., the draw shall open on signal only on the hour and half hour.

(2) At all other times the draw shall open on signal after at least a one-hour advance notice is given by calling the number posted at the bridge.

(CL 709/00; FR 4/27/00)

51/00

Page 245—Paragraph 157, lines 4 to 8; read:

March 2000, the channel had a controlling depth of 40 feet to about 0.3 mile below the drawbridge; thence in 1996, 30 feet to head of the project. The bridge has a retractile span with a channel width of 39 feet and a clearance of 6 feet. (See **117.1 through 117.59 and 117.617**, chapter 5, for drawbridge regulations.) In February 1999, the non-operational retractile drawbridge was being replaced with a multispan fixed highway bridge with a design clearance of 6 feet.

(CL 1128/00; BPs 171763-65; CL 562/97;

BPs 161251-52; CL 254/99) 51/00

Page 256—Paragraph 118, lines 4 to 5; read:

northwestward of the entrance, marks the approach. In July 2000, the controlling depths were 5 feet in the east half and shoaling to bare in the west half west of the channel in about 41°45'18"N., 70°09'12"W., and ...

(BP 172265; CL 1408/00)

51/00

COAST PILOT 1 31 Ed 1998 Change No. 20

Page 168—Paragraph 549, lines 2 to 10; read:

River at the head of navigation. Three fixed highway bridges and a railroad swing bridge connect Bangor with Brewer. The first bridge has a clearance of 74 feet and the second has a clearance of 22 feet. There is no navigation above the third bridge. The river between the second and third bridge is used only to moor small craft. A dam crosses the Penobscot River

1 mile above the fourth bridge.

(CL 1434/00)

51/00

Page 188—Paragraph 376; read:

The Maine Central Railroad lift bridge crosses the Kennebec River at Bath to Woolwich. The vertical lift span has a clearance of 10 feet down and 135 feet up. (See **117.1 through 117.59 and 117.525**, chapter 2, for drawbridge regulations.) The U.S. Route 1 highway bridge, just north of the railroad bridge, has a fixed span with a clearance of 70 feet.

(CL 1419/00; CL 582/98)

51/00

Page 189—Paragraph 395, lines 1 to 3; read:

A fixed highway bridge, with a clearance of 40 feet, crosses the Androscoggin River about 7.7 miles above the entrance to the bay. The Main Central Railroad bridge crosses the river just above the highway bridge and has a fixed span with a clearance of 20 feet. The U.S. ...

(CL 1417/00)

51/00

Page 197—Paragraph 580, line 3 to Paragraph 581; read:

clearance of 25 feet. Overhead power cables with a clearance of 68 feet over the main channel cross the waterway north-eastward of the bridge.

(LL/2000; 51/99 CG1; NOS 13290)

51/00

Page 204—Paragraph 739, line 2 to Paragraph 740; read:

now of little commercial importance and mostly dries out. There is an oil-handling berth that has 3 feet reported alongside on the north side of the entrance to the cove, outside the railroad bridge.

An approach channel to Back Cove, north of Fish Point, has a project depth of 30 feet to the Canadian National Railway bridge. Above this bridge, the project depths are 14 feet to the U.S.1 highway bridge, thence 12 feet in the channel along the east side of Back Cove.

(CL 454/98)

51/00

Page 204—Paragraph 741, line 6; read:

with a clearance of 29 feet.

(CL 1416/00)

51/00

COAST PILOT 1 (Continued)

Page 216—Paragraph 277, lines 2 to 3; read:
a fixed span with a clearance of 6½ feet, crosses the creek and joins Kittery Point with Kittery. In 1998, a replacement bridge with a design clearance of 6 feet was under construction alongside the existing bridge. About 0.2 mile above this bridge, the ...

(CL 1418/00; CL 1322/98) 51/00

COAST PILOT 2 30 Ed 1998 Change No. 22
LAST NM 50/00

Page 141—Paragraph 121, lines 1 to 2; read:
Buzzards Bay Entrance Light (41°23'48"N., 71°02'01"W.), 63 feet above the water, is shown from a tower on a red square ...

(LL/2000; 37/00 CG1) 51/00

Page 254—Paragraph 150, line 6; read:
from the north. Channels and basins have been dredged to project depths ...

(CL 908/99; CEM-New York/86) 51/00

Page 254—Paragraph 162, lines 3 to 5; read:
North Channel to Howard Beach. In March-April 1998, depths of about 12 feet can be carried to Howard Beach. The channels are marked by lighted and unlighted buoys.

(BPs 168458-461; 49/93 CG1;
CL 908/99; LL/2000) 51/00

Page 256—Paragraph 176, lines 5 to 6; read:
In March-April 1998, the controlling depth was 18 feet to the junction of Island Channel and Beach Channel, thence 13 feet (15 feet at midchannel) to Grass Hassock Channel. The north draw of the ...

(BPs 168453-67; CL 908/99) 51/00

Page 256—Paragraph 180, line 3; read:
In March-April 1998, the controlling depth was 12 feet (15 feet at ...

(BPs 168453-67; CL 908/99) 51/00

Page 257—Paragraph 182, lines 5 to 8; read:
southeasterly ends of the basin. In March-April 1998, the controlling depth was 10 feet (15 feet at midchannel) in the entrance channel, thence 11 feet (15 feet at midchannel) in the northeastern branch, thence 9 feet (15 feet at midchannel) in the southeastern branch ...

(BPs 168453-67; CL 908/99) 51/00

Page 275—Paragraph 60, lines 1 to 6; read:

An abandoned lighthouse is a prominent landmark in Tarrytown. In August 1998, the controlling depths in the dredged channel in Tarrytown Harbor were 7 feet (8 feet at midchannel) in the southwest connecting channel, thence 6 feet (8½ feet at midchannel) in the northwest connecting channel, and 6½ feet (8 feet at midchannel) ...

(BP 168512; CL 948/99; CL 1146/99) 51/00

Page 276—Paragraph 85, lines 5 to 7; read:
light. In 1990, the controlling depths were 5 feet in the south channel, 4½ feet in the north channel, and 2½ feet in the channel west of the wharves except for shoaling to 1½ feet near the ramps in the southeast corner of the turn leading from the south channel to the waterfront.

(BPs 168847-49) 51/00

COAST PILOT 2 30 Ed 1998 Change No. 23

Page 125—Paragraph 90, lines 3 to 4; read:
area of shifting sandbars and is subject to shoaling. In September 1998, the controlling depths in the dredged channel were 10 feet in the left half with shoaling to bare in the right half to a point in the channel about 450 yards northeast of Stage Harbor Light; thence in 1988, 9 feet for 0.5 mile.

(BPs 170326-27; CL 166/2000; BP 136641) 51/00

Page 139—Paragraph 76, lines 4 to 5; read:
basin off the Coast Guard wharf on the west shore. In 1992, the controlling depth was 12 feet in the channel ...

(BP 154275; CL 108/95) 51/00

Page 158—Paragraph 181, lines 9 to 12; read:
slow-no-wake zone. In 1993, the controlling depth was 4 feet in the entrance channel, thence 1½ feet at midchannel to the turning basin at the head of the cove with 1 to 4 feet in the basin; 4 to 6 feet was available in the anchorage basin southward of the ...

(BPs 154473-74; CL 254/95) 51/00

Page 176—Paragraph 239, lines 5 to 10; read:
Westerly. In 1994, the controlling depth was 8 feet from the entrance to a point just southwest of Narragansett Bay Entrance Lighted Buoy 5 where the channel has been encroached upon by the shoaling off Sand Point. Deep water is available, with local knowledge, north of the channel opposite the shoal. The channel continues eastward of Narragansett Bay Entrance Lighted Buoy 5 to Narragansett Bay Entrance Buoy 9 with a controlling depth of 5 feet thence in 1989, 4½ feet to the entrance of Pawcatuck River. In March-April ...

(BP 154084; CL 20/95) 51/00

Page 192—Paragraph 223, line 7; read:
and a launching ramp. In 1993, depths of 1 to 6 feet were ...

(CL 1420/94; BP 153326) 51/00

Page 223—Paragraph 229, lines 9 to 10; read:
Glen Island Channel, marked by buoys, is on the south-southwest side of the island. The channel entrance is between Hog Island and Glen Island and runs along the southwest edge of Glen Island to the channel between Travers Islands and Glen Island. In 1990, the controlling depth in the channel was 6½ feet except for a 2½ foot shoal spot in the west side of the channel about 100 yards northwest of Glen Island Channel Buoy 6.

(BP 168846; LL/2000) 51/00

COAST PILOT 2 (Continued)

Page 223—Paragraph 231, lines 11 to 13; read:

In 1990, the narrow dredged channel in the harbor had a controlling depth of 5 feet (6 feet at midchannel) to within 100 yards of the dam at the head.

(BPs 168844-45)

51/00

Page 228—Paragraph 357, lines 2 to 3; read:

has a dredged channel from **Mosquito Cove** to the head. In 1994, the controlling depth was 2½ feet in the right half of the channel with shoaling to less than a foot in the left half ...

(BPs 153032-33; CL 1282/94)

51/00

Page 243—Paragraph 139, lines 1 to 2; read:

In March 1999, the midchannel controlling depth was 8 feet in the channel from Point Lookout ...

(BPs 168573-74; CL 970/99)

51/00

Page 259—Paragraph 205, lines 4 to 6; read:

faces southeastward. In January 1998, the channel leading to the pier on the west side of the island had a controlling depth of 13 feet, with depths of 11 feet along the northwestern and eastern edges of the dredged area near the pier.

(CL 2064/99; BPs 169993-94; 51/99 CG1)

51/00

**COAST PILOT 5 28 Ed 2000 Change No. 5
LAST NM 50/00**

Page 126—Paragraphs 3213 to 3215; read:

(ii) *Gillnets for king mackerel in the southern Florida west coast sub zone.* For a person aboard a vessel to use a run-around gillnet for king mackerel in the southern Florida west coast subzone (see §622.42(c)(1)(i)(A)(3)), a commercial vessel permit for king mackerel with a gillnet endorsement must have been issued to the vessel and must be on board. See paragraph (o) of this section regarding a moratorium on endorsements for the use of gillnets for king mackerel in the southern Florida west coast subzone and restrictions on transferability of king mackerel gillnet endorsements.

(iii) *King mackerel.* For a person aboard a vessel to be eligible for exemption from the bag limits and to fish under a quota for king mackerel in or from the Gulf, Mid-Atlantic, or South Atlantic EEZ, a commercial vessel permit for king mackerel must have been issued to the vessel and must be on board. To obtain or renew a commercial vessel permit for king mackerel valid after April 30, 1999, at least 25 percent of the applicant's earned income, or at least \$10,000, must have been derived from commercial fishing (i.e., harvest and first sale of fish) or from charter fishing during one of the 3 calendar years preceding the application. See paragraph (q) of this section regarding a moratorium on commercial vessel permits for king mackerel, initial permits under the moratorium, transfers of permits during the moratorium, and limited exceptions to the earned income or gross sales requirement for a permit.

(iv) *Spanish mackerel.* For a person aboard a vessel to be eligible for exemption from the bag limits and to fish under a quota for Spanish mackerel in or from the Gulf, Mid-Atlantic, or South Atlantic EEZ, a commercial vessel permit for Spanish mackerel must have been issued to the vessel and must be on board. To obtain or renew a commercial vessel permit for Spanish mackerel valid after April 30, 1999, at least 25 percent of the applicant's earned income, or at least \$10,000, must have been derived from commercial fishing (i.e., harvest and first sale of fish) or from charter fishing during one of the 3 calendar years preceding the application.

(CL 547/00; FR 03/28/00)

51/00

Page 128—Paragraph 3265; read:

(a) *Transfer.* A vessel permit, license, or endorsement or dealer permit issued under this section is not transferable or assignable except as provided in paragraph (m) of this section for a commercial vessel permit for Gulf reef fish, in paragraph (n) of this section for a fish trap endorsement, in paragraph (o) of this section for a Gulf king mackerel gillnet endorsement, in paragraph (p) of this section for a red snapper license, in paragraph (q) of this section for a king mackerel permit, in §622.17(c) for a commercial vessel permit for golden crab, or in §622.18(e) for a commercial vessel permit for South Atlantic snapper-grouper.

(CL 547/00; FR 03/28/00)

51/00

Page 129—Paragraphs 3288 to 3290; read:

(o) *Moratorium on endorsements for the use of gillnets for king mackerel in the southern Florida west coast subzone.* (1) An initial king mackerel gillnet endorsement will be issued only if:

(i) The vessel owner was the owner of a vessel with a commercial mackerel permit with a gillnet endorsement on or before October 16, 1995; and

(ii) The vessel owner was the owner of a vessel that had gillnet landings of Gulf migratory group king mackerel in one of the two fishing years, July 1, 1995, through June 30, 1996, or July 1, 1996, through June 30, 1997. Such landings must have been documented by NMFS or by the Florida Department of Environmental Protection trip ticket system as of December 31, 1997. Only landings when a vessel had a valid commercial permit for king mackerel with a gillnet endorsement and only landings that were harvested, landed, and sold in compliance with state and Federal regulations may be used to establish eligibility.

(2) Paragraphs (o)(1)(i) and (o)(1)(ii) of this section notwithstanding, the owner of a vessel that received a commercial king mackerel permit through transfer, between March 4, 1998, and March 28, 2000, from a vessel that met the eligibility requirements in paragraphs (o)(1)(i) and (o)(1)(ii) also qualifies for an initial king mackerel gillnet endorsement.

COAST PILOT 5 (Continued)

(3) To obtain an initial king mackerel gillnet endorsement under the moratorium, an owner or operator of a vessel that does not have a king mackerel gillnet endorsement on March 28, 2000, must submit an application to the RA, postmarked or hand delivered not later than June 26, 2000. Except for applications for renewals of king mackerel gillnet endorsements, no applications for king mackerel gillnet endorsements will be accepted after June 26, 2000. Application forms are available from the RA.

(4) The RA will not issue an owner more initial king mackerel gillnet endorsements under the moratorium than the number of vessels with king mackerel gillnet endorsements that the owner owned simultaneously on or before October 16, 1995.

(5) An owner of a vessel with a king mackerel gillnet endorsement issued under this moratorium may transfer that endorsement upon a change of ownership of a permitted vessel with such endorsement from one to another of the following: Husband, wife, son, daughter, brother, sister, mother, or father. Such endorsement also may be transferred to another vessel owned by the same entity.

(6) A king mackerel gillnet endorsement that is not renewed or that is revoked will not be reissued. An endorsement is considered to be not renewed when an application for renewal is not received by the RA within 1 year after the expiration date of the permit that includes the endorsement.

(CL 547/00; FR 03/28/00)

51/00

Page 149—Paragraph 3763; read:

(g) Cut-off (damaged) king or Spanish mackerel that comply with the minimum size limits in §622.37(c)(2) and (c)(3), respectively, and the trip limits in §622.44(a) and (b), respectively, may be possessed in the Gulf, Mid-Atlantic, or South Atlantic EEZ on, and offloaded ashore from, a vessel that is operating under the respective trip limits. Such cut-off fish also may be sold. A maximum of five additional cut-off (damaged) king mackerel, not subject to the size limits or trip limits, may be possessed or offloaded ashore but may not be sold or purchased and are not counted against the trip limit.

(CL 547/00; FR 03/28/00)

51/00

Page 153—Paragraph 3857; read:

(ii) King mackerel, Gulf migratory group: hook-and-line gear and, in the southern Florida west coast subzone only, run-around gillnet. (See §622.42(c)(1)(i)(A)(3) for a description of the southern Florida west coast subzone.)

(CL 547/00; FR 03/28/00)

51/00

Page 153—Paragraphs 3867 to 3870; read:

(iv) *Exception for king mackerel in the Gulf EEZ.* The provisions of this paragraph (c)(2)(iv) apply to king

mackerel taken in the Gulf EEZ and to such king mackerel possessed in the Gulf. Paragraph (c)(2)(iii) of this section notwithstanding, a person aboard a vessel that has a valid commercial permit for king mackerel is not subject to the bag limit for king mackerel when the vessel has on board on a trip unauthorized gear other than a drift gillnet in the Gulf EEZ, a long gillnet, or a run-around gillnet in an area other than the southern Florida west coast subzone. Thus, the following applies to a vessel that has a commercial permit for king mackerel:

(A) Such vessel may not use unauthorized gear in a directed fishery for king mackerel in the Gulf EEZ.

(B) If such a vessel has a drift gillnet or a long gillnet on board or a run-around gillnet in an area other than the southern Florida west coast sub zone, no king mackerel may be possessed.

(C) If such a vessel has unauthorized gear on board other than a drift gillnet in the Gulf EEZ, a long gillnet, or a run-around gillnet in an area other than the southern Florida west coast subzone, the possession of king mackerel taken incidentally is restricted only by the closure provisions of §622.43(a)(3) and the trip limits specified in §622.44(a). See also paragraph (c)(4) of this section regarding the purse seine incidental catch allowance of king mackerel.

(CL 547/00; FR 03/28/00)

51/00

Page 155—Paragraphs 3918 to 3922; read:

(1) *Florida east coast subzone:* 1,082,250 lb (490,900 kg).

(2) *Florida west coast subzones:* (i) Southern—1,082,250 lb (490,900 kg), which is further divided into a quota of 541,125 lb (245,450 kg) for vessels fishing with hook-and-line and a quota of 541,125 lb (245,450 kg) for vessels fishing with run-around gillnets.

(ii) Northern—175,500 lb (79,606 kg).

(3) *Description of Florida subzones.* The Florida east coast subzone is that part of the eastern zone north of 25°20.4'N., which is a line directly east from the Miami-Dade/Monroe County, FL, boundary. The Florida west coast subzone is that part of the eastern zone south and west of 25°20.4'N. The Florida west coast subzone is further divided into southern and northern subzones. From November 1 through March 31, the southern subzone is that part of the Florida west coast subzone that extends south and west from 25°20.4'N. to 26°19.8'N., a line directly west from the Lee/Collier County, FL, boundary (i.e., the area off Collier and Monroe Counties). From April 1 through October 31, the southern subzone is that part of the Florida west coast subzone that is between 26°19.8'N. and 25°48'N., which is a line directly west from the Monroe/Collier County, FL, boundary (i.e., off Collier County). The northern subzone is that part of Florida west coast subzone that is between 26°19.8'N. and 87°31'06" W., which is a line directly south from the Alabama/Florida boundary.

(CL 547/00; FR 03/28/00)

51/00

COAST PILOT 5

28 Ed 2000

Change No. 6

Page 157—Paragraphs 3973 to 3981; read:

(i) *Eastern zone-Florida east coast subzone*. In the Florida east coast subzone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel for which a commercial permit for king mackerel has been issued, as required under §622.4(a)(2)(iii), from November 1 each fishing year until the subzone's fishing year quota of king mackerel has been harvested or until March 31, whichever occurs first, in amounts not exceeding 50 fish per day.

(ii) *Eastern zone-Florida west coast subzone*—(A) *Gillnet gear*. (1) In the southern Florida west coast subzone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel for which a commercial permit with a gillnet endorsement has been issued, as required under §622.4(a)(2)(ii), from July 1, each fishing year, until a closure of the southern Florida west coast subzone's fishery for vessels fishing with run-around gillnets has been effected under §622.43(a)—in amounts not exceeding 25,000 lb (11,340 kg) per day.

(2) In the southern Florida west coast subzone:

(i) King mackerel in or from the EEZ may be possessed on board or landed from a vessel that uses or has on board a run-around gillnet on a trip only when such vessel has on board a commercial permit for king mackerel with a gillnet endorsement.

(ii) King mackerel from the southern west coast subzone landed by a vessel for which such commercial permit with endorsement has been issued will be counted against the run-around gillnet quota of §622.42(c)(1)(i)(A)(2)(i).

(iii) King mackerel in or from the EEZ harvested with gear other than run-around gillnet may not be retained on board a vessel for which such commercial permit with endorsement has been issued.

(B) *Hook-and-line gear*. In the Florida west coast subzone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel with a commercial permit for king mackerel, as required by §622.4(a)(2)(iii), and operating under the hook-and-line gear quotas in §622.42(c)(1)(i)(A)(2)(i) or (c)(1)(i)(A)(2)(ii):

(1) From July 1, each fishing year, until 75 percent of the respective northern or southern subzone's hook-and-line gear quota has been harvested—in amounts not exceeding 1,250 lb (567 kg) per day.

(2) From the date that 75 percent of the respective northern or southern subzone's hook-and-line gear quota has been harvested, until a closure of the respective northern or southern subzone's fishery for vessels fishing with hook-and-line gear has been effected under §622.43(a)—in amounts not exceeding 500 lb (227 kg) per day.

(CL 547/00; FR 03/28/00) 51/00

Page 159—Paragraph 4032; read:

(h) *Cut-off (damaged) king or Spanish mackerel*. A person may not sell or purchase a cut-off (damaged) king or Spanish mackerel that does not comply with the minimum size limits specified in §622.37(c)(2) or (c)(3), respectively,

or that is in excess of the trip limits specified in §622.44(a) or (b), respectively.

(CL 547/00; FR 03/28/00)

51/00

Page 194—Paragraph 244, lines 4 to 5; read:

controlling depth of 2 feet in 1982, leads from Okeechobee Waterway to the marina.

Glover Bight, 0.8 mile N of Shell Point, has a marina with slips for 50 to 60 foot vessels. In 1993, an anchorage basin E of the slips had a reported depth of 7 feet with shoaling in the SE corner.

(CL 1042/94)

51/00

Page 211—Paragraph 148, line 4; read:

29 to 31 feet alongside; deck heights, 8 feet; gantry ship-loader with ...

(CL 1053/00)

51/00

Page 255—Paragraph 262, lines 3 to 4; read:

basin in **Ott Bayou**. In October 1999, the controlling depth was 7 feet. Daybeacons mark the channel.

(CL 629/00; LL/00; NOS 11372)

51/00

Page 255—Paragraph 269; read:

Bernard Bayou empties into Big Lake from the W. A dredged channel leads from the entrance at Shallow Point in Big Lake to a junction with Industrial Seaway at Gulfport Lake, NNE of Gulfport Municipal Airport. Overhead power cables cross the bayou about 0.5 mile above the mouth and have a clearance of 80 feet. In July 2000, the midchannel controlling depth was 2 feet to the overhead power cables, thence 1½ feet to the highway bridge. The highway bridge at Handsboro has a bascule span with a clearance of 10 feet. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.) In September 1999, a fixed highway bridge with a design clearance of 28 feet was under construction E of the existing bascule bridge; upon completion it will replace the bascule bridge. In July 2000, the controlling depth from the highway bridge to Industrial Seaway was 2 feet.

(CL 1350/00)

51/00

Page 255—Paragraph 271, lines 9 to 10; read:

Rivers Road. In October 1999, the controlling depth was 8½ feet (11 feet at midchannel) to Light "5", thence 12 feet at midchannel to Light "13", thence 1½ feet (5½ feet at midchannel) to the end of the project. The channel ...

(CL 629/00)

51/00

Page 259—Paragraph 332, lines 4 to 5; read:

of the river. In February-March 2000, the controlling depth was 3 feet. The channel is marked by a daybeacon and ...

(CL 626/00)

51/00

Page 259—Paragraph 336, lines 3 to 4; read:

mouth of the river. In February 2000, the controlling depth was 4 feet (5 feet at midchannel). The channel is marked by a light and daybeacons. A small ...

(CL 622/00)

51/00

COAST PILOT 5 (Continued)

Page 265—Paragraph 423, lines 10 to 15; read:
River, has a fixed span with a reported vertical clearance of
50 feet. Two overhead ...

(CL 1366/00; FR 08/28/00) 51/00

Page 300—Paragraph 203, lines 3 to 4; read:
side of the river about 4 miles above the mouth. In October
1999, the controlling depth was 19 feet.

(DDs 389-391) 51/00

Page 300—Paragraph 204, lines 2 to 3; read:
and become part of the Intracoastal Waterway. In 1998-October
1999, the controlling depth was 13 feet from the cutoff to the ...

(DD 398; DDs 472-473; DD 475) 51/00

Page 341—Paragraph 22, line 2; read:
feet, a reported vertical clearance of 69 feet, and a depth over
the sill of 16 ...

(CL 1223/00) 51/00

COAST PILOT 6 30 Ed 2000 Change No. 20
LAST NM 45/00

Page 47—Paragraphs 590 to 592; read:

(a) The draw of the U.S. 31 bridge, mile 0.3 at
Charlevoix, shall be operated as follows:

(1) From April 1 through December 31, the draw shall
open on signal; except from 6 a.m. to 10 p.m., April 1 to
October 31, the draw need open only from three minutes
before to three minutes after the hour and half-hour for
recreational vessels. Public vessels of the United States,
state or local vessels used for public safety, commercial
vessels, vessels in distress, and vessels seeking shelter
from severe weather shall be passed through the draw as
soon as possible.

(2) From January 1 through March 31, the draw shall
open on signal if at least 12 hours advance notice is
provided prior to a vessel's intended time of passage.

(b) The owner of the bridge shall provide and keep in
good legible condition two board gauges painted white with
black figures not less than six inches high to indicate the
vertical clearance under the closed draw at all water levels.
The gauges shall be placed on the bridge so that they are
plainly visible to operators of vessels approaching the
bridge either up or downstream.

(CL 566/00; FR 3/22/00) 51/00

Page 130—Paragraphs 101 to 102; read:

In August 1999, the controlling depths were 23 feet (24
feet at midchannel) in the approach and in the channel
through the outer harbor, thence 20 feet in the river channel
to the head of the Federal project at Seneca Street. The outer
harbor W of the entrance channel had depths of 13 to 17 feet
except for lesser depths along the S end of the W
breakwater. The outer harbor E of the entrance channel had

depths 16 of 22 feet except for lesser depths along the SE
edge; the SE portion of the outer harbor is not being
maintained. The channel leading SW to the turning basin
had a depth of 17 feet with 15 to 21 feet in the basin; the S
half of the channel is not being maintained.

(BP 171063) 51/00

Page 137—Paragraph 200, lines 5 to 6; read:
through Tuscarora Bay. In May 2000, the controlling depths
were 4 ½ feet (5 ½ feet at midchannel) in the entrance and
between the piers to the Public Dock on the E side of the
river, thence 4 ½ ...

(BP 172099; CL 1360/00) 51/00

Page 139—Paragraph 219, lines 3 to 4; read:
River. In August 2000, the town landing had a large 300-
foot dock with a reported depth of 8 feet alongside. A
launch area and transient slip area was also available at the
landing.

(CL 1299/00) 51/00

Page 164—Paragraph 261, lines 1 to 3; read:

Conneaut Harbor West Breakwater Light
(41°58'48"N., 80°33'30"W.), 80 feet above the water, is
shown from a square pyramidal tower on the outer end of
the ...

(LL/2000) 51/00

Page 164—Paragraph 262, lines 6 to 8; read:
of the breakwaters and the piers at the river mouth. In May
2000, the basin had depths of 22 feet (26 feet at midchannel)
with lesser depths along the edges; thence in April 1999-
May 2000, the controlling depths were 22 feet (24 feet at
midchannel) in the dredged river channel.

(BP 171038; CL 585/00;
BP 172081; CL 1346/00) 51/00

Page 164—Paragraph 278, line 1 to Paragraph 279, line 1;
read:

Small-craft facilities.—The Municipal Pier, about 0.4 mile
SW of the river mouth, can provide gasoline, diesel fuel,
and electricity. The Conneaut Port Authority operates a
small-craft basin ...

(CL 1658/97; NOS 14824) 51/00

Page 177—Paragraph 447, lines 7 to 17; read:
just inside the mouth of the river. In May-June 1999, the
controlling depths were 1 ½ feet in the right outside quarter
of the entrance channel to the boat basin on the W side of
the river with shoaling to bare in the remainder of the
channel opposite the N end of the anchorage basin, thence 4
feet at midchannel to the Norfolk Southern Railway bridge,
thence 3 ½ feet to the turning basin with ½ foot in the basin.

COAST PILOT 6 (Continued)

The anchorage basin, just inside the mouth of the river, had depths of 2 to 4 feet with lesser depths along the edges.
(BP 169119; CL 1350/99) 51/00

Page 179—Paragraph 490; read:

In May-June 2000, the controlling depths were 3 feet in both the E and W approaches to the mouth of the river, thence 8 feet at midchannel to the entrance of Superior Lagoon, thence 3½ feet in the left half and 2 feet in the right half of the channel to the Liberty Avenue bridge.
(BP 172080) 51/00

Page 182—Paragraph 567, lines 5 to 9; read:

the piers. In September 1999, the controlling depth was 9 feet in the entrance channel from Lake Erie to the Monroe Street highway bridge except for shoaling to 1½ feet along the N side of the channel near the entrance to Port Clinton Yacht Club. The channel lakeward of ...
(BP 171042; CL 584/00) 51/00

Page 189—Paragraph 651, lines 5 to 7; read:

the approach and creek are 1 to 3 feet. In 1985, shoaling to an unknown extent was reported about 200 feet, 095° from the front range light. Overhead power cables cross the creek about 1,200 feet above the mouth and have a reported clearance of 50 feet. Facilities in the creek can provide gasoline, water, ice, sewage pump-out, ...
(CL 1515/99; CL 1205/00; NOS 14846) 51/00

Page 252—Paragraph 187, line 4; read:

marked by lights. In June 2000, the controlling depth was 8½ feet in ...
(DD 913) 51/00

Page 258—Paragraph 295, lines 8 to 13; read:

channel extends N to the deep water in Spring Lake. In 1997-April 2000, the controlling depths were 11 feet (21 feet at midchannel) in the entrance and between the piers to the docks of the municipal marina, about 1.0 mile above the mouth of the river. A 4-foot shoal extends about 200 feet into the channel on the W side directly across from the municipal marina in about 43°04'00"N., 86°14'11"W. In 1997-May 1999, the controlling depths were 9 feet (17 feet at midchannel) from the municipal marina to the railroad bridge at Ferrysburg, thence 10 to 13 feet in the turning basin; thence in 1978, 15 feet from the railroad ...
(BPs 168899-900; BPs 162272-75; DD 254; DD 916) 51/00

Page 264—Paragraph 349, lines 5 to 7; read:

May 2000, the controlling depths were 12 feet in the approach channel and between the piers to about 0.4 above the lakeward ends of the piers; thence in August 1999, 10

feet (12 feet at midchannel) to the South Haven Municipal Marina, thence 5 feet to the head of the project ...
(DD 914; DDs 435-436) 51/00

Page 318—Paragraph 971, lines 1 to 12; read:

In July-September 1999, the controlling depths were 15 feet (19 feet at midchannel) to the mouth of Fox River (except for severe shoaling in the NW half of the channel, about 100 feet into the channel at Long Tail Point and shoaling to 11 feet on the SE side of the channel near Light 25); thence in July 1998, 19 feet (22 feet at midchannel) to the East River turning basin, thence depths of 13 to 18 feet in the basin, thence 19 feet (21 feet at midchannel) to the turning basin just above the Fox River Valley Railroad swing bridge except for a 17-foot spot under the E draw of the swing bridge, thence depths of 14 to 20 feet in the basin, thence 5 feet to the De Pere turning basin, with depths of 8 to 13 feet in the NE half, and shoaling to less than ...
(DDs 974-983; BPs 167202-21) 51/00

Page 344—Paragraph 70, lines 4 to 5; read:

the breakwaters are marked by lights. May 1999, the controlling depth was 3 feet in the E half of the channel with shoaling to bare in the W half, through the entrance and ...
(DD 147; DD 911) 51/00

Page 347—Paragraph 133, lines 4 to 6; read:

by a daybeacon and a light, respectively. In June 2000, the controlling depth was 9 feet in the entrance channel to the basin, thence depths of 6½ to 10 feet in the basin.
(DD 985) 51/00

**COAST PILOT 9 19 Ed 1998 Change No. 13
LAST NM 50/00**

Page 107—Paragraph 479, line 5; read:

entrance. In 1993, it was reported that the entrance to the bay was impeded by two shoals. A 4¼-fathom shoal is located about 0.7 mile E of the W shoreline in about 60°56'04"N., 147°28'29"W. A 2-fathom shoal was reported to be in about 60°55'51"N., 147°29'31"W. Small boats may anchor in the two small coves along the E shore of the bay. **Granite Bay**, 1.3 ...
(CL 1423/93) 51/00

Page 107—Paragraph 484, line 5; read:

is exposed to the NE. In 1993, there was a 3½-fathom shoal at the entrance at about 60°53'18"N., 147°36'27"W. and the NW end of the cove is foul ground.
(CL 1423/93) 51/00

Page 108—Paragraph 509, line 7; read:

inside, the water deepens rapidly to more than 130 fathoms for 2 ...
(CL 1423/93; H-10517) 51/00

COAST PILOT 9 (Continued)

Page 127—Paragraph 844, lines 3 to 5; read:
marked by lights and is 120 feet wide. The harbor is divided
into upper and lower mooring basins and in June-July 1999,
the controlling depth was 10 feet (15 feet at midchannel) in
the entrance channel; thence 11 feet in the lower basin and
13 feet in the upper basin.

(BPs 169465-66) 51/00

wreck is clearly visible on the NW shore of the island.
(CL 1381/99; NOS 16549) 51/00

Page 230—Paragraph 673, line 9; read:
shifting shoals in this entrance and along several areas of the
channel throughout the bay.

(CL 1381/99) 51/00

Page 140—Paragraph 1117, lines 5 to 6; read:
the strength of the tidal currents. In June 2000, the marked
channel had a controlling depth of 23 feet.

(BP 172403; LL/98) 51/00

Page 140—Paragraph 1121, line 2; read:
210-foot face; 21 feet alongside; deck height, 15 feet; ...
(BP 172403) 51/00

Page 140—Paragraph 1123, lines 3 to 4; read:
breakwater. In June 2000, the controlling depth was 12 feet
in the entrance channel then 11 to 12 feet in the basin with
shoaling to 9 feet near the ...

(BP 172402) 51/00

Page 175—Paragraph 300, lines 4 to 9; read:
marked by a light. To the SW, the harbor is protected by two
breakwaters.

(CL 810/98; CL 1381/99) 51/00

Page 179—Paragraph 396, line 6; read:
marked by a lighted buoy. In 1993, a visible wreck was
reported to be just N of the channel about 500 yards NW of
the buoy.

(CL 1324/93; CL 1381/99) 51/00

Page 179—Paragraph 400, lines 6 to 7; read:
from the W end of Sheep Island, thence 200 yards NE of
Sheep Island Light 3, and leave Light 3 to port. From this
point, ...

(42/97 CG17; LL/2000) 51/00

Page 182—Paragraph 466, line 3; read:
scattered in the passage. Three buoys mark the channel; they
are ...

(CL 1381/99; LL/00) 51/00

Page 182—Paragraph 475, line 3; read:
feet above the water, is shown from a skeleton ...

(CL 1381/99; LL/00) 51/00

Page 214—Paragraph 307, line 4; read:
winds. An islet, 88 feet high, in the SE part of the bay is a
good ...

(CL 1381/99; NOS 16556) 51/00

Page 228—Paragraph 632, line 4; read:
island and Deer Island are many rocks and reefs. A stranded

